

LIVE NEWS OF THE INDUSTRIAL WORLD

MAKE UP OF D. L. & W. BOARD FOR TODAY.

Work of Replacing the Gravity Road Between Carbondale and Honesdale Goes Steadily On—Lehigh Valley Threatens to Move Its Freight and Coal Yards from Perth Amboy—Trolley from This City to Wilkes-Barre Soon to Be a Reality.

Following is the Delaware, Lackawanna and Western board for today: Scranton, Pa., Dec. 1, 1899.

- No. 54—F. Hallett. No. 24—W. H. Nicholls, E. M. Hallett's men. No. 23—T. Doudican, Fred Stevens' men. No. 22—George Ruff, T. Doudican's men. No. 21—George Ludlow. No. 40—O. Kearney. No. 20—J. G. Giehl. No. 19—J. McCue. No. 18—M. Carmody, H. T. Fellow's men. No. 17—Steve Finnerty, F. E. Secor's men. Extra—John Brock. No. 15—J. Burkhardt. No. 14—C. Townsend. No. 13—J. Bush. No. 12—D. Wallace. No. 11—O. Randolph.

SUMMITS. 6 a. m. north—McLane. 7:30 a. m. north—E. T. Dunsenfelder. 11 a. m. north—E. McAllister. 10 a. m. south—H. Bush. 11:30 a. m. south—H. Bushing. 6 p. m. south—M. Madigan.

PULLERS. 10 a. m.—Peckins. PUSHERS. 4 p. m. south—A. Rowe. 7 p. m. south—C. Duff. 10 p. m. south—C. Lamping.

PASSENGER ENGINES. 7 a. m.—Widener. 8 p. m.—E. S. Warfel.

NORTH. Wild cat, 2 engines, 6 a. m.—T. Fitzpatrick. No. 23, 2 engines—J. O'Hara. Extra, 11 a. m. 2 engines—F. J. Nealis. No. 31, 2 engines—S. Carmody. Extra, 3:30 p. m., 2 engines—C. Kingsley. Extra, 4:30 p. m., 2 engines—J. Swartz. Wild cat, 2 engines, 6 p. m.—John Gahagan. Extra, 7 p. m., 2 engines—J. E. Masters. Wild cat, 2 engines, 8 p. m.—A. Ketchum. Wild cat, 2 engines, 10 p. m.—R. Castner.

Replacing the Gravity. The construction of the track from Farview to Waymart on the new Honesdale branch, where the grade compels the laying of seven and one-half miles of rail to go a distance of one and one-half miles, progresses rapidly. The track-laying is under the personal supervision of the roadmaster, R. W. Kellow, two gangs of tracklayers of eighty men each and two construction or gravel trains being engaged in the work.

At Waymart the digging of a cut from twelve to fifteen feet in depth has been made necessary to reach the grade of the old track. The greatest part of this cut is through solid rock. It is a little to the east of Staple's hotel, coming into Waymart along the rear of the new houses on the east side of the principal street.

Threatens to Move. The Lehigh Valley Railroad company threatens to move its freight and coal wharves from Perth Amboy if the existing clamor against Sunday work does not cease. For several months there has been a growing agitation against Sunday work. It was started by the Rev. S. Saymanowski, many of whose parishioners are obliged to work almost every Sunday, although often idle on Monday and Tuesday. At the offices of the company a letter from the management has just been made public. In it there is a distinct threat to move the wharves and all the company's business from Perth Amboy. The letter was dated Nov. 18, and part of it reads as follows:

"You can say to the people of Perth Amboy that if our interests are to be antagonized, we will not build new coal docks or make other improvements which we have from Perth Amboy. We have another point in view for the permanent establishment of new coal docks, and the matter is now under consideration as to whether we will make any changes. If the people of Perth Amboy continue nagging at this company as they have been doing in the past, then I don't think it will take our people very long to decide to go elsewhere."

Officials of the company assert that \$300,000 is to be spent in improving the Perth Amboy terminus if the present plans are not changed, because of the attempt to do away with Sunday work.

Soon Be Connected. Workmen have begun to extend the Duray terminus of the Wyoming Valley Traction company to Lackawanna. The line will be built to near Lackawanna station and then only the waters of the Lackawanna will separate the Scranton and the Wilkes-Barre lines. The Scranton company will begin at once to build a bridge to connect the two lines, and if the plans are carried out the new bridge will be completed some time in January.—Wilkes-Barre Record.

A Third Track Laid. The Central Railroad company has completed its third track from the east end of the Allentown Terminal railroad to Bethlehem Junction water tank. It has been put in service and will be used as a single track in either direction on telegraphic orders.

The third track and Penn Haven and Rockport will be put to use on Nov. 20. The new third track will greatly facilitate the moving of fast freight and passenger trains, giving more lay-off room for third and fourth-class trains.

FIRE AT GREEN RIDGE.

Destroyed a Building at Capouse Avenue and Larch Street. A fire broke out at about 11:30 o'clock yesterday morning in a building owned and occupied by C. A. Nicholls, on Capouse avenue near Larch street. The building is a one-story frame structure about 20x20 feet in size and is occupied by C. A. Nicholls, the owner, as a paint and paper store, and by the Scranton Upholstering company's place of business. The blaze is supposed to have started by spontaneous combustion.

An alarm was turned in from box 65, at the corner of Capouse avenue and Marlon street. The General Phinney, Crystals and Niagaras responded and soon had two streams of water on the blaze. One of the lines laid

by the General Phinney's broke in several places, greatly impeding the firemen's work. The flames were not put under control until the building was almost entirely destroyed. Both stocks were almost completely destroyed, either by fire or water. Mr. Nicholls' loss is about \$1,200, with \$500 insurance. The loss of the Upholstering company is about \$300, with \$150 insurance.

WOMEN AS ENUMERATORS.

Lillie Devereux Blake Says They Are Eligible.

Women will be employed both as enumerators and as clerks in the compilation of the census of 1900, and the bureau expects that numbers of them will apply for these positions. Yet there is danger that they may not have the opportunity of obtaining the work for want of the knowledge that they may hold such places, as I notice that all of the papers in articles on the census speak of the employes as men, not one within my observation making any statement that women may find useful and remunerative occupation in this most suitable service.

Women were first employed in this labor in 1850. At that time the head of the census department was the late General Francis A. Walker, and it was my privilege to call his attention to the propriety of permitting women to enter this new field of usefulness. He was a little surprised at first, but admitted that the suggestion was of value, and promised to give it his best consideration. There lies beside me as I write the letter I received from him a short time after this interview. It runs thus:

Department of the Interior, Census Office, Washington, D. C., Jan. 16, 1889. Mrs. Lillie Devereux Blake. Madam: In reply to your communication of the 12th inst., I have the honor to say that I am not aware of any reasons existing in law for regarding women as ineligible for appointment as census enumerators. Very respectfully yours, Francis A. Walker, Superintendent of Census.

Acting under this assurance, all the rules and regulations for the taking of the census of 1890 were so drawn that there was no discrimination on account of sex. As a consequence, many women were employed throughout the country as enumerators, and in every case did good work, one woman in a western district making a record in the number of names she obtained in a thinly settled section.

In 1890 women again found occupation as clerks and as census takers, though then, as now, the fact that women were eligible to these positions was not as widely known as it should have been.

There are many reasons why this employment for women is most suitable. In the first place, as the work only lasts for a few weeks or months and then ceases absolutely, it has always been found difficult to find the best men for a labor which offers no permanency of support, while there are many women so situated that they are glad to have

the opportunity to earn a good sum of money in some occupation which will not take the whole of their time. The service is not severe, especially in the large cities, where the dwellings are crowded together and a person can work all day in collecting the names of the inhabitants of a few blocks. Another point which deserves consideration is that the census enumerator as a rule sees only women in the homes which must be visited, as the calls are made during the hours when men are away on business.

The number of persons who will be employed in securing the facts for the census of 1900 reaches up into the tens of thousands. It is to be hoped that many women will find remuneration for their labor in this most suitable occupation. Lillie Devereux Blake.

THREE MEN HURT.

Terrible Accident Caused by Premature Discharge of Cannon.

Pittsburg, Nov. 30.—While a section of Battery B, of the National Guard of Pennsylvania, was firing a governor's salute of seventeen guns during the parade in Allegheny today, preceding the unveiling of a Spanish gun captured and presented to Allegheny City, a premature discharge of one of the guns occurred and three men were hurt.

George Starkey's left arm was blown off and his eyes blown out. He was standing in front of the gun ramming. His injuries are fatal. The other two men were badly hurt but will recover.

To Los Angeles and Southern California.

Every Friday night, at 10:35 p. m., a through Tourist Car for Los Angeles and Southern California leaves the Chicago, Milwaukee & St. Paul Railway Union Passenger Station, Chicago, via Omaha, Colorado Springs and Salt Lake City, for all points in Colorado, Utah, Nevada and California.

In addition to the regular Pullman porter, each car is accompanied by an intelligent, competent and courteous "courier," who will attend to the wants of passengers en route. This is an entirely new feature of tourist car service, and will be appreciated by families or by ladies traveling alone. Particular attention is paid to the care of children, who usually get weary on a long journey.

These tourist cars are sleeping cars supplied with all the accessories necessary to make the journey comfortable and pleasant, and the berth rate (each berth will accommodate two persons) is only \$6.00 from Chicago to California.

Ask the nearest ticket agent for a tourist car folder, or address John R. Pott, District Passenger Agent, 200 Chestnut St., Philadelphia, Pa.

After Dinner

To assist digestion, relieve distress after eating or drinking too heartily, to prevent constipation, take Hood's Pills

Sold everywhere. 25 cents.

Cuticura SOAP

For Sanative Uses.

Its remarkable, emollient, cleansing, and purifying properties, derived from CUTICURA, the great skin cure, warrant the use of CUTICURA SOAP, in the form of baths for annoying irritations, inflammation, itching, and chafing, for too free or offensive perspiration, and also in the form of internal washes and solutions for ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves to women, and especially to mothers. The use of CUTICURA Ointment with CUTICURA SOAP will suggest itself in the severer cases.

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Flour there is no reason why she should not accomplish her desire every time. "SNOW WHITE" turns out light, white, wholesome bread even in the hands of a novice.

Your grocer sells it.

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The entire stock of the New York Bankrupt Clothing, Shoe and Hat Co

Must be closed out at once To Make Room for New Goods

To move this stock at once, we have decided to not let prices stand in the way, but to close out the entire stock at whatever price it brings. Never in the history of Scranton was such bargains—genuine bargains—offered to the public, as are being offered at this great Receiver's Sale. Sale now going on at

224 Lackawanna Avenue,

In the large building formerly occupied by Brown's Bee Hive. The entire stock, consisting of Men's and Boys' Clothing, Hats and Caps, Ladies' and Gents' Boots and Shoes, grand display of Winter Millinery, big assortment of Ladies', Gents' and Children's Furnishing Goods, Skirts, Capes and Jackets, to be slaughtered regardless of cost or value.

- Men's Suits from \$1.98 to \$10.00, worth more than double. Men's Pants from 39c to \$3.00, worth from \$1.25 to \$6.00. Boys' Suits from \$1.69 to \$5.98, worth from \$4.00 to \$14.00. Men's Overcoats from \$1.89 to \$12.00, worth from \$5.00 to \$20.00. Men's and Boys' Hats and Caps from 10c to \$1.98. Don't miss these bargains. Men's Working Shoes at 89c, worth \$1.50. Men's Dress Shoes at \$1.98, worth \$4.00. Ladies' Shoes at 97c, worth \$2.00. Ladies' Shoes at \$1.49, worth \$3.50.

Millinery Department Big assortment of Ladies' Fine Trimmed Hats to be closed out at 25 cents on the dollar—never were such bargains offered before. Come in and see the big display.

\$25,000 Worth of Ladies' and Gents' Furnishing Goods, Underwear, Hosiery, Shirts, Ties, Etc., must be closed out at once. 10c Hose at 5c. 15c Handkerchiefs at 5c. 40c Woolen Hose at 15c; two pair for 25c. Thousands of other bargains we lack space to mention, but we cordially invite everybody to attend this great bargain sale. Friday and Saturday will be the greatest selling days at 224 Lackawanna avenue ever seen in Scranton. Don't forget the place—224 Lackawanna Avenue, formerly Brown's Bee Hive. By the receiver of the

New York Bankrupt Clothing, Shoe and Hat Co H. W. HOWARD, Manager.

THIRD NATIONAL BANK OF SCRANTON. DEPOSITORY OF THE UNITED STATES. CAPITAL \$200,000 SURPLUS 450,000 WM. CONNELL, President. HENRY BELIN, Jr., Vice-Pres. WILLIAM H. PECK, Cashier.

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Thos. Kelly's Storrs, 131 and 133 Franklin Avenue.

MOUNT PLEASANT COAL At Retail.

Coal of the best quality for domestic use and of all sizes, including Buckwheat and Birdseye, delivered in any part of the city, at the lowest price. Orders received at the office, Connolly building, Room 98; telephone No. 176; or at the mine, telephone No. 77; will be promptly attended to. Dealers supplied at the mine.

MOUNT PLEASANT COAL CO The Dickson Manufacturing Co. Scranton and Wilkes-Barre, Pa. Manufacturers of LOCOMOTIVES, STATIONARY ENGINES, Boilers, Hoisting and Pumping Machinery. General Office, Scranton, Pa.

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